11. (New) A method according to claim 10, wherein the rate at which the excess elevation is diminished increases with a greater time duration and/or the intensity of a diminution of the brake pedal force.

12. (New) A method according to claim 11, further including the step of using a counter device to determine the amount the driver diminishes the brake pedal force.

13. (New) A method according to claim 1, wherein the step of monitoring the wheel brake pressure includes the sub step of multiplying a momentary value of a time-dependent excess elevation function with the momentary value of the tandem master cylinder pressure.

14. (New) A method according to claim 13, further including the step of monotonously declining the excess elevation function as a function of time.

15. (New) A method according to claim 13, further including the step of declining the excess elevation function in time intervals in which the tandem master cylinder pressure is declining.

16. (New) A method according to claim 13, further including the step of keeping the excess elevation function constant in time intervals in which the tandem master cylinder pressure is increasing.

17. (New) A method according to claim 13, wherein the momentary value of the excess elevation function is a function of a previous course of the tandem master cylinder pressure.

18. (New) A method according to claim 13, further including the step of presetting a maximum value for the excess elevation function.

19. (New) A method according to claim 13, further including the step of changing the brake assistant system from the third mode of operation into the first mode of operation when